1:Stanford U. S-4, 5 1956 AF14 Central China AF14

491

Before the Sino-Japanese War, the Central-South Region had opened to traffic 15, 409 kilometers (9, 631 mi.) of national highways, and 13, 272 kilometers (7, 247 mi.) of provincial highways in the six provinces (excluding Hainan Island). Most of these highways were seriously damaged during the war.[32] After the war, progress was made in highway repair work. In February 1950, the Communists reported that a total of 16, 559 kilometers (10, 290 mi.), or 59 per cent of all the highways in the five provinces of Honan, Hupeh, Kiangsi, and Kwangtung had been repaired. In these five provinces, 1, 021 bridges and 65 large culverts with a total length of 15, 060 meters (49, 397 ft.) were rebuilt or strengthened, [33] and 64 ferry stations were re-established. At the same time, there were 5, 279 motor vehicle [493] and 10, 537 rubber-tire carts in operation in the five provinces.. By October 1950, about 64 per cent of the highways in the region had been repaired and opened to traffic. From January to June 1950, the [494] volume of traffic on the highways in this region amounted to only 12, 595 tons. If all the highways in this region were properly repaired, there may be as many as 41, 966 kilometers (25, 064 miles) in operation by 1955. The best highways are located in Hunan Province, and they can be regarded as China's "model highways."[34]

---

32. Teng, Tzu-hui "Chung-nan Chün-cheng-wei-yuan-hui Pao-kao" 1950, The Report of the Central-South Military and Political Committee, 1950, Hsin-hua Yüeh-pao [New China Monthly], Peking, Vol. II, No. 6, Oct. 1950.

33. Mao, Shou-chin, Kung-lu Ch'ang shih [General Knowledge about Highways], Shanghai, 1951, p. 8.

34. Ibid.

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

494

Because of the limited supply of gasoline and the limited number of motor vehicles, the cost of motor transportation is still high in China. In spite of the improvements in roadbeds and the reduction of fuel consumption, it is necessary to maintain a comparatively high freight rate. Generally speaking, in the coastal regions of South China where imported fuels are available, freight rates may be lower than in the provinces of the interior. Under these circumstances, the development of large-scale motor transportation is still remote. Motor transportation is employed mainly in short-haul passenger services in those areas where neither rail nor water transportation facilities are available.